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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMATION REPORT

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COUNTRY East Germany

DATE DISTR.

SUBJECT Railroad Construction Projects in the
Berlin Area

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2.

the Michendorf-Wildpark railroad line scheduled for construction in 1953 will complete the Outer Freight Ring around Berlin. The line will be designed for an axle pressure of 20 tons and a maximum speed of 80 km. Construction required for the new line include: a connecting curve for a junction with the Berlin-Belzig railroad line; a link to make it possible for trains approaching from the direction of Wildpark to proceed toward Seddin-Belzig; a connecting curve to the Berlin-Magdeburg line; two connecting curves to make it possible for trains approaching from the direction of Michendorf to proceed toward the west and east. Each of these single-track connecting curves must have a length of 1,000 meters, which would [] for the clear signal. A location sketch indicates three possible courses for the new line. No decision had been taken by the Director General, Railroads, Berlin, and the SCC, as to which of the courses will be selected.¹

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the Birkenwerder-Mustermark line, construction was started on 1 October 1952. The Berlin Outer Freight Ring is to be extended as far as Mustermark, where it will join the completed Wildpark-Mustermark-Sauen line.

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long and provided with two tracks. The distance between the tracks will be 4.5 meters. Passing sidings are scheduled to be built at Hohen Neuendorf, Schoenwalde, and Falkenhagen. Connecting curves which will be built on the new line include: one at its intersection with the Berlin-Oranienburg line, for trains proceeding to Birkenwerder en route from Lusternmark; four connecting curves at the intersection with the Berlin-Kremmen line making it possible for trains approaching on the northern section of the Berlin Outer Freight Ring to proceed toward the north or south; three links at the intersection with the Berlin-Hamburg line, i.e. two north curves for trains approaching on the northern section of the Berlin Outer Freight Ring and proceeding toward Nauen, and one southeast curve for trains bound

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for Berlin; two connecting curves at the intersection with the Berlin-Stendal line for trains bound for Wustermark-Ort, and two arrival lines in addition to two departure lines at the Wustermark marshaling yard. The completion date for these projects has been tentatively fixed on May 1953. 2

2.

[redacted] the Wuhlheide railroad station will be built in three stages. 3

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1.

[redacted] Comment. The Michendorf-Wildpark line is a part of the Westring Berlin. [redacted]

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2.

[redacted] Comment. The Birkenwerder-Wustermark railroad line is officially designated "Nordwestring Berlin". Work on the staking out of the line was started in early October 1952. For budgetary and technical reasons, the line is to be double-tracked only between Birkenwerder and Hennigsdorf. However, the roadbed of the line between Hennigsdorf and Wustermark has been built wide enough to accommodate a second track later. [redacted]

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[redacted] Comment. Information on the construction of this large marshaling yard east of Berlin was transmitted previously.

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